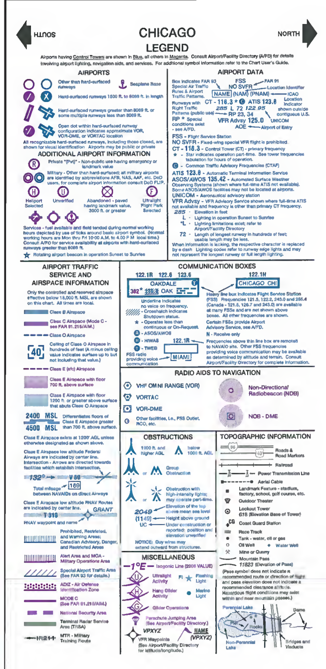
CHICAGO
LEGEND



CHICAGO
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

80TH EDITION EFFECTIVE 0901Z 6 MAY 2010 TO 0901Z 21 OCT 2010

Includes airspace amendments effective 8 APR 2010 and all other aeronautical data received by 11 MAR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIP) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE ✱ FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 1719 feet located at 43°02'N - 89°51'W

Spot elevation . . . . ✱ 4254
Approximate elevation . . . . x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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National Aeronautical Navigation Services
http://aeronav.faa.gov

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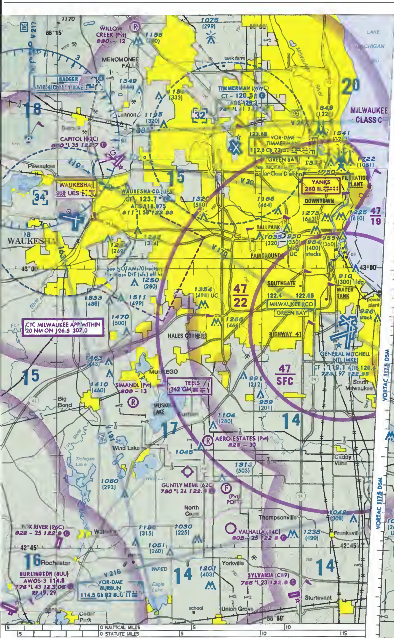
NSN 7641014100142
NGA REF NO SECXXCHICAGO
EFF DATE 10126



MILWAUKEE

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On this side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

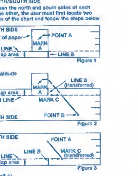
STEP 4 - Without moving the paper, on the same edge make MARK A, extend a straight line from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Find the point on the MATCH LINE make a MARK C.

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF guard 243.0, and follow the intercept's visual ICAO signals. Be advised that noncompliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONTROL TOWER FREQUENCIES ON CHICAGO SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (✱) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available
"MON-FRI" indicates Monday through Friday

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ANDERSON DARLINGTON	0900-1700	126.0	121.6		
AURORA	0700-2100	120.6	121.7	125.85	
CENTRAL IL RGNL	0600-2200	124.6 269.575	121.65	135.35	
CHICAGO EXECUTIVE	0600-2200 MON-FRI 0700-2200 SAT-SUN	119.9	121.7	124.2	
CHICAGO MIDWAY INTL	CONTINUOUS	118.7 226.3	121.65	132.75	
CHICAGO O'HARE INTL	CONTINUOUS	120.75 126.9 (CNTR TWR) 132.7 390.9 (CNTR TWR) 128.15 (N TWR)	121.75 (OUTBD) (CNTR TWR) 121.9 (INBD) (CNTR TWR) 124.125 (N TWR) 348.6 (CNTR TWR)	135.4 282.225	
CHICAGO/ROCKFORD INTL	CONTINUOUS	118.3 239.0	121.9 239.0	127.6	ASR
DANE CO RGNL TRUAX	0600-2300	119.3 257.8	121.9 348.6	124.65 278.3	ASR
DELAWARE CO RGNL	0600-2200	120.1 379.8	121.9	133.25	
DOWNING PEORIA INTL	CONTINUOUS	119.1 252.9	121.85 348.6	126.1 282.2	
DUBUQUE RGNL	0600-2000	119.5 254.4	121.8	127.25	
DUPAGE	CONTINUOUS	120.9 257.8	121.8	124.8	
EASTERN IOWA	0500-2330	118.7 266.8	121.6	124.15	
ELKHART	0600-2200 MON-FRI 0600-2000 SAT 0700-2200 SUN	119.5	121.8		
FORT WAYNE INTL	CONTINUOUS	119.1 272.725	121.9 348.6	121.25 349.0	ASR
GARY / CHICAGO INTL	0600-2200	125.6	121.9	120.625	
GENERAL MITCHELL INTL	CONTINUOUS	119.1 325.8	121.8 263.125	126.4	
GERALD R FORD INTL	0530-2400	135.65 339.8	121.8	127.1	ASR
GRISSOM ARB	0700-2300	133.7 290.45	128.425 275.8	108.45 270.8	ASR
KALAMAZOO/BATTLE CREEK INTL	0600-2300	118.3 308.6	121.9	127.25	ASR
KELLOGG	0600-2200	124.825 239.025	121.7 256.875	128.325	ASR
KENOSHA RGNL	0700-2100	118.6 353.6	121.875	127.175	
LA CROSSE	0600-2100	118.45 251.075	121.8	124.95	
MUSKEGON CO	0600-2300	126.25 363.1	121.6	124.3	ASR
OUTAGAMIE CO RGNL	0530-2300	119.6	121.7	127.15	
PURDUE UNIV	0700-2100	119.6 393.0	121.9 393.0	127.75	
QUAD CITY INTL	0530-2230	119.4 257.8	121.9 257.8	121.2	
ROCHESTER INTL	0600-2300	118.3 257.8	121.9	120.5	ASR
SOUTH BEND RGNL	0530-2400 SUN-FRI 0530-2345 SAT	118.9 257.8	121.7	118.15	
SOUTHERN WISCONSIN RGNL	0600-2100	118.8 225.4	121.65	128.25	
SPARTA/FT MCCOY	0600-1600 MON-FRI EXC FED HOL	124.6 241.0			
TIMMERMAN	0700-2100	120.5	121.7	128.3	
UNIV OF ILLINOIS-WILLARD	0600-2300	120.4 229.4	121.8	124.85	ASR
VOLK	0600-2400 MON-FRI EXC HOL	127.5 239.25	121.9 275.8	120.475 257.65	
WATERLOO RGNL	0600-2000	125.075 257.8	121.9 269.1	120.65	
WAUKEGAN RGNL	0600-2000	120.05 380.15	121.65	132.4	
WAUKESHA CO	0600-2100	123.7	121.6	118.875	
WITTMAN RGNL	0600-2200	118.5 257.6	121.9	125.9	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	119.0 393.1 (360°-179°) 133.625 284.0 (180°-359°)	CONTINUOUS
CEDAR RAPIDS CLASS C	119.7 266.8 (091°-269°) 134.05 266.8 (270°-090°) O/T 132.8 328.4 CHICAGO CNTR	0500-2330 O/T CLASS E
CHAMPAIGN CLASS C	132.85 291.0 (136°-315°) 121.35 285.65 (316°-135°) O/T 121.35 353.95 CHICAGO CNTR	0600-2300 O/T CLASS G
CHICAGO MIDWAY CLASS C	119.45 226.3 WITHIN 15 NM	CONTINUOUS
FORT WAYNE CLASS C	127.2 284.6 (SW/NW OF ACTIVE RWY) 132.15 260.6 (SE/NE OF ACTIVE RWY)	CONTINUOUS
GRAND RAPIDS CLASS C	124.6 257.6 (N) 128.4 257.6 (S) O/T 128.4 257.6 CHICAGO CNTR	0530-2400 O/T CLASS E
MADISON CLASS C	120.1 350.3 (E) 135.45 343.7 (W) O/T 135.3 380.35 CHICAGO CNTR	0600-2300 O/T CLASS E
MICHIANA CLASS C	118.55 257.8 (270°-099°) 132.05 257.8 (100°-269°) O/T 118.55 263.1 CHICAGO CNTR	0530-2600 SUN-FRI 0530-2345 SAT O/T CLASS E
MILWAUKEE CLASS C	118.0 317.725 (SE) 126.5 307.0 (NW)	CONTINUOUS
MOLINE CLASS C	118.2 257.8 (S/SE OF ACTIVE RWY) 125.95 257.8 (N/NE OF ACTIVE RWY) O/T 118.75 251.7 CHICAGO CNTR	0530-2230 O/T CLASS E
PEORIA CLASS C	124.675 326.2 (124°-304°) 125.8 269.2 (305°-125°)	CONTINUOUS
KALAMAZOO TRSA	119.2 255.9 (354°-174°) 121.2 340.9 (175°-353°) O/T 127.55 263.1 CHICAGO CNTR	0600-2300
MUSKEGON TRSA	118.2 339.1 (N OF V2) 119.8 339.1 (S OF V2) O/T 132.27 254.35 CHICAGO CNTR	0600-2300
ROCKFORD TRSA	121.0 327.0 (E) 124.0 327.0 (W)	CONTINUOUS
GRISSOM ARB RADAR	121.05 379.3 O/T 121.05 379.3 CHICAGO CNTR	0700-2300
VOLK RADAR	135.25 290.8 O/T 133.3 257.92 CHICAGO CNTR	0600-1600 MON-FRI EXC HOL

O/T indicates Other times

SPECIAL USE AIRSPACE ON CHICAGO SECTIONAL

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/C - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-6901A	TO 20,000	CONTINUOUS MAY 1-SEP 30 0800-2200 MON-THU & 0800 FRI-2200 SUN OCT 1-APR 30 †24 HRS IN ADVN	MINNEAPOLIS CNTR	128.6 363.0
R-6901B	TO 20,000	BY NOTAM 24 HRS IN ADVN	MINNEAPOLIS CNTR	128.6 363.0
R-6903	TO FL 450	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	128.6 363.0
R-6904A	150 AGL TO FL 230	0600-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7
R-6904B	TO FL 230	0600-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
FALLS 1	500 AGL	INTERMITTENT BY NOTAM 0800-1600 TUE-SAT	MINNEAPOLIS CNTR	125.3 335.6
HERSEY	5000	0900-1100, 1300-1500 & 1800-2200 TUE-FRI	MINNEAPOLIS CNTR	120.85 322.25
HILL TOP	10,000	0600-1900 TUE-SAT	CHICAGO CNTR	125.27
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
HOWARD WEST	10,000	0700-2200	KANSAS CITY CNTR	127.27 327.7
MINNOW	10,000	INTERMITTENT BY NOTAM NORMALLY DAYLT HRS	MINNEAPOLIS CNTR	120.85 322.35
PRUITT A	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
TWELVE MILE EAST	500 AGL TO BUT NOT INCL 10,000	0900 TO 30 MIN AFTER SS MON-SAT	CHICAGO CNTR	125.37
TWELVE MILE WEST	500 AGL TO BUT NOT INCL 6000	0900 TO 30 MIN AFTER SS MON-SAT	CHICAGO CNTR	125.27
VOLK EAST	8000	INTERMITTENT BY NOTAM 0600-1600 TUE SAT	MINNEAPOLIS CNTR	124.4 317.7
VOLK SOUTH	500 AGL	INTERMITTENT BY NOTAM 0600-1600 TUE-SAT	MINNEAPOLIS CNTR	128.6 363.0
VOLK WEST	100 AGL	INTERMITTENT BY NOTAM 0600-1600 TUE SAT	MINNEAPOLIS CNTR	124.4 317.7 128.6 363.0

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

ATTENTION

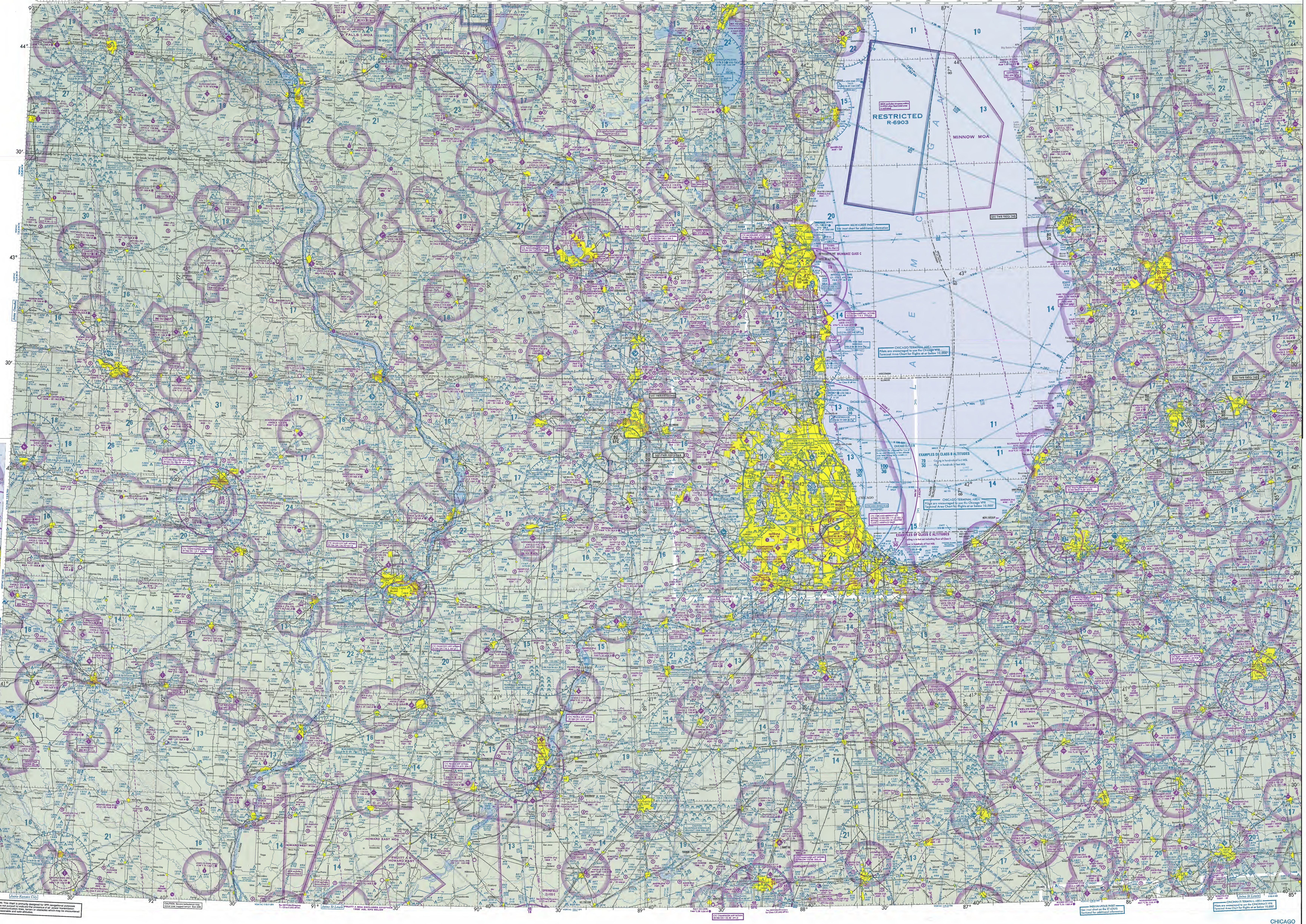
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned.
Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.



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